



# NEWSLETTER

**Last chance to book Xmas Lunch (see Page 7)**



**With all good wishes for Christmas and the New Year  
from your Chairman and Committee**

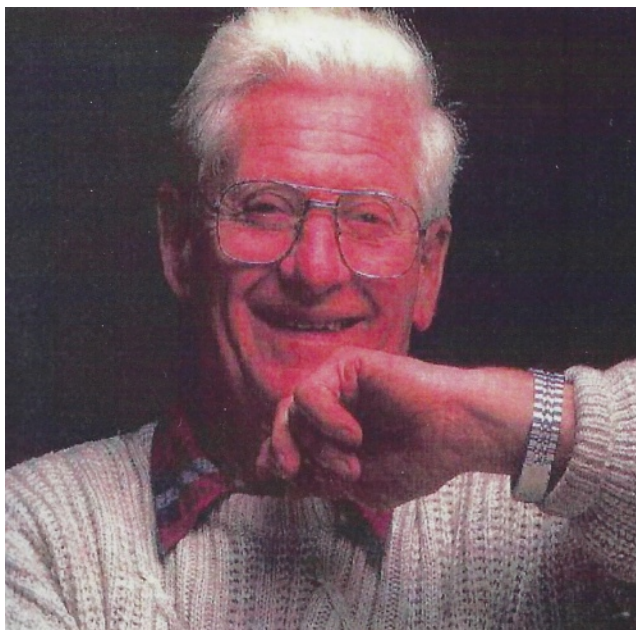


**LOTTERY FUNDED**

As we come to the end of another year and I have just checked this is my 103rd edition as editor. I would like to place on record my thanks to Stuart McKay for all his work printing and distributing the 'snail mail' edition, it is sterling work.

Also another thank you to our artist Jo Laurie for yet another excellent Christmas Card "Santa's Friend" (available from the RAF Benevolent Fund)

**Guy Buckingham**  
11 Feb 21 - 17 Nov 15



As those of you who attended the November meeting will know that sadly Guy passed away in the early hours of Tuesday 17th November. His funeral will be held at Amersham Crematorium on Tuesday 1st December at 1130 am.

We had recently completed his 'life story' which thanks to his family he had written in a book entitled 'Ordinary Guy, Extraordinary Life'. Extraordinary it certainly was as added to his military service during WW2, we also have a very competent musician and a more than competent racing driver.

After school Guy entered the family jewellery business in Woodstock and through meeting a traveling jewellery salesman was signed up by an Oxford based band playing the trumpet, later also in the RAF Central Band.

He served as groundcrew during the war and was sworn in on 23 Sep 39. He saw service in Sudan as well as UK. He took every opportunity to fly although by trade he was an Instrument Fitter.

This love of flying was led to him being signed up by a group of enthusiasts who held shares in a small Jodel based at a farm near Ilmer in Bucks. Guy became their engineer and navigator. But it was not aircraft that was his first love but cars...and fast cars at that.

After moving to Australia Guy set up Nota in 1952, bringing expertise from English racing car development and the aircraft industry to Australia (Nota because his young son Christopher, could not say Motor!).



The company makes sports cars and Guy was always keen to race and did so against such stars as Jack Brabham and Graham Hill.



*The Nota Consul*



*The Nota FI*

The company 63 years later is being run by his son Christopher, who continues to be at the cutting edge of affordable motor racing cars in Australia, all thanks to the ingenuity of his Father.

RIP Guy and our condolences to his family.

**Another Bomber Command Memorial**

*Ian Stewart reports:*

Visiting my brother in law near Eastbourne, after lunch in the Beachy Head Hotel, as it was a sunny day we went for a walk along the cliffs. We came across the Bomber Command Memorial Stone very close to the cliff edge.

It appears that Eastbourne RAFA & local government funded the monument. RAFA used to be very strong in Eastbourne.



*The opening ceremony on 28 Apr 13*



*The side view of the memorial*

The memorial officially opened on 28 Apr 13 and marks the sacrifices made by the 55,573 men of Bomber Command and commemorates their final mission on April 26, 1945 to destroy Hitler's Eagle's Nest

The memorial stone says it all:

**WWII 1939 - 1945**

**IN TRIBUTE TO THE 110,000 AIRCREW OF THE ROYAL AIR FORCE BOMBER COMMAND 55,573 GAVE THEIR LIVES IN THE CAUSE OF FREEDOM 11,000 BECAME PRISONERS OF WAR THEY VOLUNTEERED AND CAME IN THEIR THOUSANDS FROM THE UNITED KINGDOM, THE COMMONWEALTH AND THE OCCUPIED COUNTRIES OF EUROPE TO FIGHT AND DEFEAT A GREAT TYRANNY**

**FOR MANY BEACHY HEAD WOULD HAVE BEEN THEIR LAST SIGHT OF ENGLAND**

**REMEMBER THEM**

There are of course other monuments around the country, one particularly poignant one is in the village of Woodhall Spa that commemorates No 617 Sqn.



*Woodhall Spa Memorial*

Of course we all know the names on the infamous 'Dam Busters' raid, but when you see the huge number of names on the memorial, you realise that this was but a small part of their contribution to the war effort.

**Ed:** Whilst mentioning Bomber Command memorials, a small correction to the November article on the new Lincolnshire Memorial, the names are from 5 Group, not 4 Group, as stated but the 4 Group names will hopefully be added during 2016. My thanks to gerry S-B for pointing

## The Airbus A380



*SIA The launch customer of A380*

*Graham Laurie reports:*

I make no apology for using a Singapore Airlines photograph, as it was with SIA I took my first flight in this Super Jumbo in September 2008.

The Airbus A380 is a double-deck, wide-body, four-engine jet airliner manufactured by the European aircraft company Airbus. It is the world's largest passenger airliner, and the airports at which it operates have upgraded facilities to accommodate it. It was initially named Airbus A3XX and designed to challenge Boeing's monopoly in the large-aircraft market. The A380 made its first flight on 27 April 2005 and entered commercial service in October 2007 with Singapore Airlines.

The A380's upper deck extends along the entire length of the fuselage, with a width equivalent to a wide-body aircraft. This gives the A380-800's cabin 550 square metres (5,920 sq ft) of usable floor space, 40% more than the next largest airliner, the Boeing 747-8, and provides seating for 525 people in a typical three-class configuration or up to 853 people in an all-economy class configuration. The A380-800 has a design range of 8,500 nautical miles (15,700 km), at a cruising speed of Mach 0.85 (about 900 km/h, 560 mph or 490 knots at cruising altitude).

As of October 2015, Airbus had received 317 firm orders and delivered 173 aircraft; Emirates is the biggest A380 customer with 140 on order and 67 delivered.

The thing that I remember most of my trip out to Singapore was how quiet the 'top deck' was. On return on the 2 leg journey from Sydney to London via Singapore on the lower deck, was hearing people walking about above my head! It reminded me of the famous Tony Hancock and Kenneth Williams skit of the 'Test Pilot', I

kept thinking I was going to soon get a knock on the window with someone saying 'Can I come in'!



*Cockpit complete with 'side stick'  
but it's still back for 'up' and forward for 'down'*

We hear a great deal about the fabulous seat cum beds used in First Class and Business Class but I travelled in Economy Class. I was surprised by the leg room and the overall comfort of the seat, particularly the headrests, which had fold in flaps so you did not have to stretch your neck to get in a relaxed position.



*10 abreast seating but still plenty of room*

Now for a few facts that make the A380 stand out from the competition:

The takeoff weight of the A380 is 1.2million pounds. That sounds impressive, but is rather meaningless without a more familiar reference frame: to put it in perspective then, the previous Queen of the Skies, the beautiful and famous Boeing 747-400 has a maximum takeoff weight of "only" 810,000 pounds. Put another way then, the A380 has a takeoff weight fifty percent higher than the 747.

Only two engines used for taxi and reverse thrust. During taxi and reverse thrust application, only the innermost engines are utilized, while the outermost engines remain at idle. The wingspan of the A380 is so huge that the out-bound engines typically hang above the grass/dirt shoulder of runways and especially taxiways, and would thus produce massive amounts of debris. Fortunately, 50% power provided by the innermost engines is more than adequate for taxi and landing operations.

The A380 is fitted with some awesome onboard entertainment: there are video cameras mounted in the nose wheel and at the top of the tail producing footage you can view from your in-flight entertainment system at your seat. Do not sit in the exit rows as you have to stow your screen in the armrest for take-off and landing.

The aircraft parts and various sections of fuselage are built all over Europe and assembled in Toulouse, France. The A380's size means its fuselage and wing sections are shipped via a surface transportation network that includes specially-commissioned roll-on roll-off ships to carry these sections from production sites in France, Germany, Spain and the United Kingdom to the French city of Bordeaux. From there, sections are transported by barge along the Garonne River to the Toulouse final assembly line.



*A380 Fuselage en route to Toulouse*

The A380 preceded the 787 in its use of extensive composite components, though not nearly to the degree of the 787. To wit, the cabin windows are larger (especially the inside portion of the windows) than any other aircraft save the 787, and the cabin is (marginally) more pressurized to allow for (marginally) more atmospheric comfort.

Winglets are required, not just nice to have. Winglets at the end of airplane wing tips are usually for the purpose

of reducing drag and thus increasing efficiency. On the A380, they're a necessity: without the winglets and the unique shape of the wing, the A380 would require five or six more feet of wing-span in order for normal takeoff and landing performance at today's airports, exceeding airport wingspan limitations. Modeled after the gentle upward sweep of birds' wings, the sloping wings and their winglets ever so marginally decrease drag and help increase lift so the plane can sufficiently function despite being several feet shorter than (otherwise) necessary. Put another way, the A380 is at the absolute limit of what a modern airplane wing design can handle for its weight, at least for civilian airport operations.

The A380's route network continues to grow as customer airlines expand their operations to destinations around the globe. As of October 2015, the A380 fleet operates more than 100 routes to 48 global destinations, with Airbus' 21st century flagship taking off or landing every three minutes on average.

The aircraft is so large it blinds ILS systems. Also, the plane always receives priority takeoff clearance as its size is sufficiently large to block the ILS beacon, effectively blinding incoming aircraft navigation radios which are used for auto-land.

Unbelievably quiet. Inside, the airplane is unbelievably quiet. Not just relative to other aircraft, but absolutely: you simply do not need noise canceling headphones to enjoy movies or music. The walls on the main deck are pretty much vertical: the usual characteristic curving due to the fuselage with which you are accustomed on other single-deck aircraft is nowhere to be found.

Emergency slides from the top deck an engineering marvel. Engineering inflatable slides to safely evacuate passengers from main deck heights is one thing; doing so from the upper deck required a totally new approach, not to mention, ensuring no interference with the lower deck, especially to ensure evacuation in the required time frame.

Fancy flying in an A380, well here are the airlines currently operating the Super Jumbo:

- |                                   |                         |
|-----------------------------------|-------------------------|
| Singapore Airlines                | Emirates                |
| Qantas                            | Air France              |
| Lufthansa                         | Korean Air              |
| Malaysia Airlines                 | British Airways         |
| Asiana Airlines                   | China Southern Airlines |
| Qatar Airways                     | Etihad Airways          |
| Thai Airways International (THAI) |                         |

Enjoy the experience - I did

**The 'Back end' hits 90**

**A visit to London**



*Ron's cake, complete with Bomber*

A surprise party was held at The Thame Snooker Club on Saturday 21st November to celebrate Ron Doble's 90th Birthday. A great crowd gathered and Chiltern ACA were represented. Ron was an Air Gunner during the war and like so many has many a tale to tell but generally keeps them to himself.

His actual birthday was Monday 23rd November and among the personal telephone calls was one particularly pleasing one from the former National Chairman Des Richards.

Ron has done so much for the ACA and was for many years the organiser of visits, far and wide. Although the average age was lower in those days, he still had to accommodate a few 'old and bold' guys on these visits. This was no mean feat as in those days as our membership was much larger than today.

As well as being a member of Chiltern, Ron managed to infiltrate into the Oxford Branch, as their Chairman Roger Hannaford was another member of the 'Haddenham Mafia'. Sadly just before his party Ron lost his good friend and close neighbour Guy Buckingham.

Our thanks go to Ron's family for tipping us off about the party but also to Sandy Lowe for regularly acting as driver from Haddenham and back so that the 'Mafia's' could regularly attend our monthly meetings. Long may it continue. Having driven them a few times myself and heard the tales of losing their way and dicing with ditches at night (in those far off days when we met at 7.30pm), I know just how grateful they are.

On Thursday 26th November a party of 15 set off for London to visit The Bomber Command Memorial, The RAF Club (for lunch) and then on in the afternoon to The RAF Benevolent Fund Headquarters to hear of the work of the Fund and a chance to see the magnificent building on Portland Place.



*Mike Neville briefing at the Memorial*



*The team (minus D Gurney who was chatting up a young lady!)*

**Ed:** A full report will appear in the Jan 16 issue

**Invitation**

**Tom Payne** invites ACA Members to his **90th Birthday Party** (92nd RAF Birthday Party, if you know the story)

**Sunday 13th December 1400 - 1630 hrs**

Elizabeth House, Chapel Street,  
Hemel Hempstead HP2 5HH  
Your presence not Presents please



**Chiltern ACA  
 Christmas Lunch**  
**Green Acres Tavern,**  
 Leys Road, Bennetts  
 End, Hemel Hempstead,  
 Hertfordshire, HP3 9LZ

Wednesday 16th December 2015  
 1200 Noon for 1230

*Traditional Christmas fare*

**Please reserve me ..... tickets for the Christmas Lunch @ £ 20 per person  
 Widows @ £ 10 per person**

**Name** .....

**Address** .....

.....

**Postcode** ..... **Tel No** .....

**Name of Guests** ..... .....

.....

**Special Dietary Requirements** .....

**I enclose Cheque for £ ..... payable to 'The Chiltern Aircrew Association'**

**Please Post together with a stamped addressed envelope to:**

**Gerry Sealy-Bell  
 31, Hempstead Road,  
 Kings Langley,  
 Herts, WD4 8BR**

**Closing date: 9 Dec 15**

**Programme 2016**

Events at 1030 for 1100 at Greenacres unless (\*)

Dec 16	Christmas Lunch*	1200 Noon
2016		
Jan 20	AGM and Members Meeting	
Feb 17	The Cinderella Op	Dusty Miller
Mar 16	TBA	
Apr 20	'Seven Short Lives'	Steven Potter
May 18	Guests Lunch*	1200 Noon

**Your Committee**

**Chairman:** Geoff Hulett

11 Pearsewood Gardens, Stanmore, Middx  
HA7 1NU. Tel: 0208 952 4092  
Email: [banghulett@btinternet.com](mailto:banghulett@btinternet.com)

**Newsletter Editor/Secretary:**

Graham Laurie  
19 High St, Prestwood, Gt Missenden, Bucks  
HP16 9EE  
Tel: 01494 863492  
Email: [graham@kitty4.co.uk](mailto:graham@kitty4.co.uk)

**Membership Sec:** Gerry Sealy-Bell  
31, Hempstead Rd, Kings Langley, Herts,  
WD4 8BR Tel: 01923 262707

**Treasurer:** Rod Finn  
67 Hayfield, Chells Manor Village, Stevenage  
SG2 7JR Tel: 01438 350115  
Email: [rodinn@btinternet.com](mailto:rodinn@btinternet.com)

**Welfare:** David Bray  
23a Aylesbury Road Wing, Leighton Buzzard, Beds  
LU7 0PD Tel: 01296 688425  
Email: [adbbray@aol.com](mailto:adbbray@aol.com)

**Programme Secretary:** Bill George  
Blossom Cottage, 54, Green End Street, Aston  
Clinton, Bucks,  
HP22 5EX Tel: 01296 630998  
Email: [bill.bbgi@btinternet.com](mailto:bill.bbgi@btinternet.com)

**Chairman**

Just to wish you all a festive Christmas and a safe and happy New Year

**Gerry**

**Welfare**

Mavis Dyson is out of hospital and would accept short and sweet phone calls. Meanwhile there seems to be a small cadre of ladies for the Christmas Lunch. Attended Ron Doble's 90th and what a popular guy he is, it was all enjoyed by young and old. remember those on their own at Christmas, particularly those doing it for the first time.

**David**

**Membership Secretary**

I still have the tickets for the Christmas Lunch on 16 December, The cost is £20 and just £10 for widows. Please send me your cheques payable to Chiltern ACA, together with a stamped addressed envelope. Your ticket automatically enters you for the raffle as well. **Last applications by Tuesday 8th December 2015.** We were saddened to lose our eldest member Guy Buckingham. We stood in his memory for a minutes silence at the November meeting . Happy Christmas all.

**Gerry**

**Secretary/Editor**

Thank you to all those who have helped with articles this year. If any of you have not written re your service career, please do as their is an eager audience out there. Wishing you all a Merry Christmas and safe 2016.

**Graham**

**Programme Secretary**

The 2016 programme is slowly coming together but I always welcome ideas.

**Bill**

**Remember 20th January 2016**

**“AGM & Members Meeting”**

**Greenacres 1030 for 1100am**